



## CLIMATE CRISIS RESPONSE COMMITTEE MEETING OVERVIEW

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*The purpose of this document is to provide an overview of the reports to and actions taken by the School Board. In accordance with ORS 192.650, the District's official School Board Meeting Minutes are maintained via video recording and may be viewed at <https://www.youtube.com/user/ppscomms>*

A meeting of the Climate Crisis Response Committee came to order at 5:32 pm at the call of Kat Davis. This meeting was held virtually and was also available for the public to join virtually.

### Attendance

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There were present:

#### Committee Members

Charity Fain (Committee Chair)  
Angela Long- not present  
Dianne Riley  
Jane Comeault  
Issac Barrow  
Eric Opsahl- not present  
Julia Brim-Edwards - not present  
Barbi Alexander  
Tess Nestel  
Diego Romero

#### Other Attendees

Kat Davis, Advisor on Climate Justice  
Rosie Goity, Climate Justice Project Coordinator  
Hannah Skutt, Climate Justice Project Coordinator

### Agenda

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Time Started	Agenda Title
I. 5:30 pm	Welcome
II. 5:35 pm	Public Comment
III. 5:40 pm	CCRC Discussion - Annual Report
IV. 7:00 pm	Adjourn

### Student and Public Comment

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Public Comment- Rob Galanakis

Glencoe PTA President, Glencoe Bike Bus Captain, Mt Tabor NA Board Member

### Include family and staff transportation emissions in decarbonization plans

PPS decided to not include carbon emissions from "staff and family transportation" in its decarbonization plan. The reason stated to me was that PPS doesn't want to take credit for larger societal decarbonization efforts that impact how children get to school.

While I understand the intentions, the position seems to miss the big picture- PPS is by far the biggest influencer on how our children get to school. PBOT, for example, understandably sees school

transportation as 'circulation' decisions and gives schools final say. PBOT will not, for example, daylight an intersection or paint a bike lane without the school pushing for it first. And by excluding family transportation from formal decarbonization plans, it makes it very difficult for advocates to get an administration's attention or support.

Neglecting this reality leads to two significant problems around decarbonization.

First, PPS has several levers to shift transportation mode away from cars, both in physical terms (calming traffic at school frontage) and developing social capital (bike training, supporting Bike Buses). No one else can pull these levers. PPS has foreclosed on a host of powerful decarbonization tools by not including family and staff transportation in its decarbonization metrics.

Second, these levers affect decarbonization quickly and with minimal capital or operating expense. To put bus electrification into perspective, we can estimate that it will cost \$30 million to electrify PPS's 100 buses. The propane fleet produces about 4,000 Metric Tons (MT) of CO<sub>2</sub> equivalent (CO<sub>2</sub>e). This works out to about \$7,500 per MT CO<sub>2</sub>e removed, under the (impossibly optimistic) scenario where electric buses produce no CO<sub>2</sub>e.

Each car trip to school emits about 800g CO<sub>2</sub>e. About 50,000 car trips to school produce the same CO<sub>2</sub>e as one bus annually. Or put another way, if each family in PPS walked, biked (or even took the bus) instead of drove to school just one or two additional times a year, we'd have the same annual decarbonization savings as electrifying a bus.

It will take at least a decade to electrify our bus fleet. But we know that a ton of CO<sub>2</sub> we avoid emitting *today* is worth far more than a ton of CO<sub>2</sub> we avoid emitting ten years from now.

We should be prioritizing short-term, high-impact family and staff transportation interventions. These will achieve the same impact as millions of dollars of bus electrification, but without significant costs or delay. As Walk+Roll and Bike Bus activities across the district have shown, there are a large number of marginal walkers and riders who respond to encouragement and incentives, and primarily avoid walking and biking to and from school due to safety concerns.

I ask PPS to do the following:

- Include family and staff transportation in decarbonization metrics, so that administrators have visibility around these numbers and can better contribute towards decarbonization.
- Work with advocates at local schools, especially Bike Bus leaders, on short-term, high-impact interventions to shift car trips to walking and biking.

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### **Committee Reports, Updates, and Discussions**

Climate Crisis Response Committee Annual Report to the Portland Public Schools Board of Education:

- finalize executive summary (summary of other parts of the report)
- capturing what the Committee wants to say to the Board

Dashboard feedback:

- provide specific examples of significant progress made on dashboard (add visuals to provide general summation of the progress)
  - "The committee is impressed with the efforts that have been put into developing the dashboard, and excited it will be ready to share with the public in the Fall".

Evaluation Plan feedback:

- will be published alongside the Dashboard in the Fall of 2024

Staffing feedback:

- Include PPS needs more project management capacity

Student engagement feedback:

- The Committee would not like to include a fourth avenue (the PPS Climate Justice Youth Advisory)
- Note the Summit happened, direct the public to the recording of the event and more information

Advocacy feedback:

- Add that Jane provided public testimony to PCEF
- Include the letter of support the CCRC wrote for MESD's PCEF application
- Committee recommends: In order to pursue more grants, adding staff is imperative

Committee agreed to recommendations and draft of annual report, motion to approve by Isaac Barrow and seconded by Diego Romero. All members present voted in favor to approve the draft of the annual report.

Committee response to public comment:

- Points made are good and accurate
- Ability to influence modes of transportation to school have direct impact to decarb and sustainability in general
- More generally, what can PPS do to influence less carbon intensive transportation
- The district can educate the community about other transportation options and coordinate with outside partnerships (PPS scope of influence)
- Design elements of new schools that are being made to promote less carbon intensive transportation options

PPS Staff response:

It was staff recommendation (and the board policy committee agreed) that the data collection and PPS's ability to make changes would be too difficult.

### **Summary of Committee Recommendations**

- Recruitment
  - applications sent out over the summer

### **Adjourn**

Charity Fain adjourned the meeting at 6:57pm.

### **Submitted by:**

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